

CLASSIFICATION **SECRET**

50X1-HUM

CENTRAL INTELLIGENCE AGENCY                      REPORT  
INFORMATION FROM  
FOREIGN DOCUMENTS OR RADIO BROADCASTS    CD NO.

## REPORT

COUNTRY	USSR
SUBJECT	Economic - Maritime fleet
HOW PUBLISHED	Daily newspapers
WHERE PUBLISHED	USSR
DATE PUBLISHED	4 Feb - 8 Apr 1949
LANGUAGE	Russian

DATE OF INFORMATION 1949

DATE DIST. 18 May 1949

NO. OF PAGES 2

SUPPLEMENT TO  
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT, U. S. C. 51 AND 52, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Soviet newspapers as indicated.

MERCHANT FLEET FULFILLS PLAN, PREPARES FOR SPRING NAVIGATION

**MARITIME FLEET EXCEEDS FIRST-QUARTER PLAN --** Morskoy Flot, No 27, 5 Apr 49

The Maritime Fleet has exceeded the first quarter freight plan by 104 percent for tonnage, and by 107 percent for ton-miles. The following shipping lines exceeded the plan for the first quarter of 1949: Latvia, 113.9 percent by tons and 123.1 by ton-miles; Estonia, 156.6 by tons and 123 by ton-miles; Sever (North), 109.8 by tons and 125.5 by ton-miles; Murmansk, 154.3 by tons and 106.7 by ton-miles; Danube, 121.6 by tons and 116.7 by ton-miles; Far East, 112 by tons and 124.6 by ton-miles; Kasptanker, 101.1 by tons and 101.1 by ton-miles; and Sovtanker, 102.9 by tons and 127.4 by ton-miles.

Other shipping lines lagged behind planned tonnage. The Sakhalin Line completed only 71.7 percent of the first-quarter plan for tonnage and 57.5 percent for ton-miles. The Baltic Line completed 95.8 percent of its tonnage quota, and the Azov and Caspian lines did not fulfill their ton-mileage plan. Failure of these lines to fulfill the plan resulted from unproductive lay-overs of ships. According to the Ministry of the Maritime Fleet, unproductive lay-overs in February and March amounted to 4,251 shipping-days.

To improve the efficiency of the maritime fleet, measures must be taken to improve the quality of dispatching services, eliminate breakdowns, and expand the system of regularly scheduled freight lines. In 1948, only 36 regular freight lines were organized of the 44 provided for, and only 62 per cent of the tonnage foreseen for these lines was transported. There are still some ports which have not increased the turnover of ships; in the Far East, the turnover has even decreased.

FIGURES ON SEA TRANSPORT GIVEN -- Morskoy Flot, No 28, 8 Apr 49

N. V. Novikov, Minister of the Maritime Fleet and General-Director of the Maritime Fleet, has given the following figures on sea transport: The average daily norm for freight handling amounted to 343 tons in 1940 and increased to 397 tons in 1948, a rise of 15.7 percent. Utilization of dry

- 1 -

**CLASSIFICATION**

**SECRET**[illegible]

**SECRET**

50X1-HUM

cargo ships also increased 9 percent.

The maritime fleet completed the 1949 first-quarter plan for transport 104 percent in tonnage and 107 percent in ton-miles. This represented a 9.1 increase in tonnage over the first quarter of 1948.

**ODESSA PORT WORKERS EXCEEDED FEBRUARY PLAN** -- Morskoy Flot, No 16, 25 Feb 49

On 19 February, Odessa port workers fulfilled the February plan 109.3 percent. During February, all ships were loaded and unloaded by high-speed methods. The steamer Karl Marx was unloaded 24 hours ahead of schedule. The steamer Koroiz was unloaded in half of the time provided by plan.

**BAKU PORT WORKERS SPEED UP LOADING** -- Morskoy Flot, No 16, 25 Feb 49

Workers of the port of Baku fulfilled the February plan 100.4 percent on 22 February. Thirteen ships were unloaded by high-speed methods. Ninety-two percent of the railroad cars were dispatched on schedule or ahead of schedule. The Baku port workers decided to load and unload several thousand tons above plan.

**LATVIAN FLEET EFFECTS ECONOMIES** -- Morskoy Flot, No 24, 25 Mar 49

The Latvian shipping fleet achieved savings of 354,000 rubles in 1948 through the adoption of more efficient operating methods.

**CASPIAN NAVIGATION OPENS** -- Moskovskiy Bol'shevik, No 74, 30 Mar 49

The steamship Stalin, flagship of the Kasptanker Fleet, opened navigation on the Caspian Sea. Ships also mentioned as operating in the Caspian are the tankers Beriya, Komintern, and VEP (b).

**ICE BREAKER VISITS GULF OF FINLAND** -- Leningradskaya Pravda, No 77, 2 Apr 49

The ice-breaker Il'ya Muromets left Leningrad yesterday for investigation of ice conditions in the Gulf of Finland. On board is the commission which will determine the approximate date for opening navigation to the Leningrad commercial sea port. The unprecedented warm winter this year has affected ice conditions in the gulf. There is considerably less ice this year around Leningrad, and the navigation season will open approximately 2 weeks earlier than usual.

**ICE BREAKER AWARDED ORDER OF LENIN** -- Krasnyy Flot, No 72, 27 Mar 49

The first Russian ice breaker, the Yermak, of the Main Administration of the Northern Sea Route, Soviet of Ministers USSR, was awarded the Order of Lenin by ukase of the Presidium of the Supreme Soviet USSR, for successful operations in guiding ships through the ice, especially along the Northern Sea Route, and in connection with the 50th anniversary of the ship's service.

**WHITE SEA STEAMERS INSTALL RADIOS** -- Leninskoye Znaniye, No 23, 4 Feb 49

The number of radio-equipped steam tugboats of the White Sea-Onega Steamship Line is being increased. Radios are also being installed on the steamers Osetr, Mariupol', and Izhorets 65.

- E N D -

2 -

**SECRET**